

Proposed Modifications to the 2003 MUTCD

This is a draft document. The following proposed modifications to the 2003 MUTCD have not yet been adopted for use in Washington State and shall be used for the installation and maintenance of traffic control devices. The MUTCD M.E. is the current adopted version of the MUTCD; current modification to the MUTCD M.E. can be found in Washington Administrative Code 468-95.

Proposed Modification	Justification	FHWA Position	Resolution
<p>1. Revise WAC 468-95-010, General</p> <p>The 2003 Edition of the <i>Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)</i>, published by the Federal Highway Administration and approved by the Federal Highway Administrator as the national standard for all highways open to public travel, was duly adopted by the Washington Secretary of Transportation. Revisions are incorporated into the November 2003 Edition of the MUTCD, except as may be modified herein, when published by the Federal Highway Administration.</p> <p>The manual includes in part many illustrations, some of which depend on color for proper interpretation. The Code Reviser has deemed it inexpedient to convert these regulations and illustrations to the prescribed form and style of WAC and therefore excludes them from publication. The document is available for public inspection at the headquarters office and all region offices of the Washington State Department of Transportation. Further, each city, town, and county engineering office in the state will have a copy of the MUTCD, with revisions and modifications for Washington, in its possession.</p>	Not Applicable		Adopt as proposed.
<p>2. Add a new WAC Section 468-95-015, Compliance Dates</p> <p>On page I-5 of the introduction, the reference to Section 3B.19 is revised to read:</p> <p>Pavement word and symbol markings – The Department of Transportation’s Standard Plans illustrate the typical size and spacing of lane-use arrows for two-way left-turn lanes. Compliance with the Standard Plans shall be achieved when lane-use arrows, in existence in two-way left-turn lanes on December 31, 2004, have completed their life cycle and require replacement.</p>	Modification required to meet state practice: Provide clear direction on the design of TWLTL symbol markings and allow existing durable markings	FHWA concurs	Adopt as proposed.

	to wear out.		
3. Add a new WAC Section 468-95-023, Stop Sign Placement Amend the first paragraph of the first standard of MUTCD Section 2B.06 to read: The STOP sign shall be installed on the right side of the approach to which it applies. When the STOP sign is installed at this required location, see Section 2C.29 and Table 2C-4 to determine if a Stop Ahead sign is required in advance of the STOP sign.	Modification required to meet state practice		Adopt as proposed.
4. Add a Traffic Calming definition that falls out of the circular intersections definition.	Allows vehicle operators to drive to the left of traffic calming circles when making a left turn	FHWA does not concur. FHWA Comments: “Traffic calming circles were fully intended to be within the definition of Circular Intersection. WSDOT can allow left turns in front of any or all small circles if they wish to do so--by law, ordinance, or regulation, but not by changing a MUTCD definition, which is a Std. and cannot be waived.”	

<p>5. Add a new Section 468-95-033, In-Street Pedestrian Crossing Sign (R1-6a) Delete sign R1-6 from Figure 2B-2, and amend Section 2B.12 to read:</p> <p>Option: The In-Street Pedestrian Crossing (R1-6a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right of way at an unsignalized pedestrian crossing. The legend STATE LAW may be shown at the top of the sign if applicable. The legend STOP FOR may be used in conjunction with the appropriate symbol.</p> <p>Guidance: If an island (see Chapter 3G) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.</p> <p>Standard: The In-Street Pedestrian Crossing sign shall not be used at signalized locations.</p> <p>The STOP FOR legend shall only be used in States where the State law specifically requires that a driver stop for a pedestrian in a crosswalk.</p> <p>If used, the In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP sign symbol) and border on either a white and/or fluorescent yellow-green background.</p> <p>If the In-Street Pedestrian Crossing sign is placed in the roadway, the sign support shall comply with the breakaway requirements of the latest edition of AASHTO’s “Specification for Structural Supports for Highway Signs, Luminaries, and Traffic Signals (see Page i).</p> <p>Support: The provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.</p> <p>Option: The In-Street Pedestrian Crossing sign may be used seasonally to prevent damage in winter because of</p>	Modification required to meet state law.	FHWA concurs	Adopt as proposed.
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plowing operations, and may be removed at night where pedestrian activity is minimal.			
<p>6. Add a new WAC Section 468-95-045, Speed Limit Sign (R2-1) Revise Section 2B.13 to read:</p> <p>Standard: Speed Limits (R2-1) signs (see Figure 2B-1) shall display the speed limit established by statute; or, by an ordinance or regulation adopted by the authorized agency, based on the engineering study or traffic investigation required by RCW 46.61.405, RCW 46.61.410, and RCW 46.61.415. The speed limit shall be set in multiples of 10 km/h or 5 mph.</p> <p>Guidance: Authorized agencies should reevaluate speed limits on segments of their roadways that have undergone a significant change in roadway characteristics or surrounding land use since the last review.</p> <p>No more than three speed limits should be posted on any one Speed Limit sign or assembly.</p> <p>When evaluating speed limits, the following factors should be considered: A. The 85th percentile speed of vehicles traveling on the road; B. Road characteristics, shoulder condition, grade, alignment, and sight distance; C. The pace speed; D. Roadside development and environment; E. Parking practices and pedestrian activity; F. Reported crash experience for at least a 12 month period; and G. Other factors such as route development or comprehensive plans.</p> <p>Option: Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed that may apply; and, the other to show any special speed limits for trucks and other vehicles.</p> <p>A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed</p>	Rely on current statutory authority to set speed limits based on an engineering and traffic investigation.	FHWA concurs in part with these comments: “Acceptable to change the 1st standard and the 3rd paragraph of the 1st guidance; non acceptable to delete the first sentence of the first guidance of "at least once every 5 years" as each state supplement must conform to the standards and the guidance statements.”	<i>To be decided</i>

<p>provided that the appropriate speed limit is shown at the proper times.</p> <p>A changeable message sign that displays to drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.</p> <p>Guidance:</p> <p>If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX km/h (mph) or such similar legend should be shown. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.</p> <p>Support:</p> <p>Advisory Speed signs are discussed in Sections 2C.36 and 2C.46. Temporary Traffic Control Zone Speed signs are discussed in Part 6.</p>			
<p>7. Delete WAC 468-95-130, High Occupancy Vehicle Signs</p>			<p><i>MUTCD 2003 and state practice are in general concurrence. Concern about overhead signing on arterial HOV lanes has been addressed.</i></p>
<p>8. Retain and edit WAC 468-95-110, Parking for the Disabled in Urban Areas</p> <p>Parking for the disabled in urban areas. Pursuant to RCW 46.61.581, amend MUTCD Sections 2B-40 and 2B-41 as follows:</p> <p>(1) A paragraph is added to the Standard of MUTCD Section 2B.40, Design, of Parking, Standing, and Stopping Signs to read: A parking space or stall for a physically disabled person shall be indicated by a vertical sign with the international symbol of access, whose colors are white on a blue background, described under RCW 70.92.120 and the notice State Disabled Parking Permit Required.</p> <p>(2) A second Standard is added to MUTCD Section 2B.41, Placement of Parking, Stopping, and Standing Signs, to read: Signs indicating a parking space or stall for a physically disabled person shall be installed between thirty-six and eighty-four inches off the ground.</p>	<p>Modification required to meet state law.</p>	<p>FHWA concurred as part of the MUTCD M.E. adoption.</p>	<p>Adopt as proposed.</p>

<p>9. Retain and edit WAC 468-95-120, Traffic Signal Signs Pursuant to RCW 46.61.055, amend the second Standard of MUTCD Section 2B.45 read:</p> <p>The NO TURN ON RED sign (R10-11a, R10-11b) shall be used to prohibit any right turn on red; or, a left turn on red from a one-way or two-way street into a one-way street carrying traffic in the direction of the left turn.</p>	Modification required to meet state law	FHWA concurs	Adopt as proposed.
<p>10. Add a new WAC Section, 468-95-125, Hill Blocks View Sign Delete Section 2C.14 and sign W7-6 from the MUTCD.</p>	Modification required to meet state practice	FHWA concurs	Adopt as proposed.
<p>11. Add a new WAC Section, 468-95-131, Bridge Ices Before Road Sign Delete Section 2C.28 and sign W8-13 from the MUTCD.</p>	Modification required to meet state practice	FHWA concurs	Adopt as proposed.
<p>12. Add a new WAC Section, 468-95-132, Advisory Exit, Ramp, and Curve Speed Signs (W13-2, W13-3, W13-5) Delete the Support statement from MUTCD Section 2C.36.</p>	Modification required to meet state practice	FHWA concurs	Adopt as proposed.
<p>13. Add a new WAC Section, WAC 468-95-133, Intersection Warning Signs (W2-1 through W2-6) A. Revise the Option in MUTCD Section 2C.37 to read:</p> <p>A Cross Road (W2-1) symbol sign, Side Road (W2-2 or W2-3) symbol sign, T (W2-4) symbol sign, or Y (W2-5) symbol sign (see Figure 2C-8) may be installed in advance of an intersection to indicate the intersection's presence and the possibility of turning traffic.</p> <p>The Circular Intersection (W2-6) symbol sign may be installed in advance of a circular intersection. The Circular Intersection symbol sign may be accompanied by a ROUNDABOUT or a TRAFFIC CIRCLE educational plaque, as applicable.</p> <p>The relative importance of the intersecting roadways may be shown by different widths of lines in the symbol.</p> <p>The advance street name plaque (see Section 2C.49) may be installed above or below and Intersection Warning sign.</p>	Modification required to meet state practice	FHWA concurs	Adopt as proposed.

B. Add the alternate message ROUNDABOUT to the TRAFFIC CIRCLE plaque (W16-12p) in Figure 2C-8.			
14. Add a new WAC Section, WAC 468-95-134, CROSS TRAFFIC DOES NOT STOP Plaque (W4-4p) Revise the Standard in MUTCD Section 2C.50 to read: If the W4-4p plaque is used with a STOP sign, it shall be installed below the STOP sign.	Modification required to meet state practice	FHWA concurs	Adopt as proposed.
15. Retain WAC 468-95-140, Signing to Regional Shopping Centers Pursuant to RCW 47.36.270 a regional shopping center may be signed as a supplemental guide sign destination from state highways in accordance with the applicable sections of MUTCD Part II-D, Guide Signs - Conventional Roads and Part II-E Guide Signs - Freeways and Expressways, and in accordance with subsections (1) through (8) of this section. (1) There shall be at least 500,000 square feet of leasable retail floor space; (2) There shall be at least three major department stores owned by national or regional retail chain organizations; (3) The center shall be located within one highway mile of the state highway; (4) The center shall generate at least 9,000 daily one-way vehicle trips to the center; (5) Sufficient sign space as specified in the MUTCD shall be available for installation; (6) Supplemental follow-through directional signing is required on county roads or city streets at key motorist decision points, if the center is not clearly visible from the point of exit from the state highway. The required supplemental follow-through directional signs shall be installed by the city or county prior to the installation of signs on the state highway; (7) Signing on the state highway to a county road or city street that bears the name of the regional shopping center fulfills the statutory requirements for signing to those centers; (8) The costs of materials and labor for fabricating, installing, and maintaining regional shopping center signs shall be borne by the center.	Modification required to meet state law	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
16. Add a new WAC 468-95-143, Street Name Sign (D3-1) Amend the fourth guidance of MUTCD Section 2D.38 to read: In urban or suburban areas, especially where Advanced Street name signs are not used, the use of overhead Street Name signs should be considered. If overhead Street Name signs are used, the lettering should be at least 300 mm (12 in) high in capital letters, or 300 mm (12 in) upper-case with 225 mm (9 in) lower case letters where posted speeds are 40 mph or greater. For roads with posted speeds less than 40 mph, lettering	Modification to meet state practice	FHWA concurs	Adopt as proposed

should be 8 inch capital letters or greater. New construction should include the larger size letters for overhead signs. Internally illuminated signs may use smaller letter size.			
17. Add a new WAC 468-95-147, General Design Requirements for Recreational and Cultural Interest Area Symbol Signs Amend MUTCD Section 2H.04, Table 2H-1 and Figure 2H-5 to include the wildlife viewing (binocular symbol) sign: A wildlife viewing sign shall be square shaped with a white binocular symbol and border on a brown background.	Modification to meet state practice		
18. Retain and edit WAC 468-95-150, No Passing Zone Markings Amend the third Standard of MUTCD Section 3B.02 to read: On two-way, two- or three- lane roadways where centerline markings are installed, no-passing zones shall be established at vertical curves and other locations where an engineering study indicates that passing must be prohibited because of inadequate sight distances or other special conditions. On two-way, two- and three- lane roadways where centerline markings are installed, no-passing zones shall be established at horizontal curves where an engineering study indicates passing must be prohibited because of inadequate sight distances or other special conditions. A January 17, 2007 compliance date is established. On three-lane roadways where the direction of travel in the center lane transitions from one direction to the other, a no-passing buffer zone shall be provided in the center lane as shown in Figure 3B-4. A lane transition shall be provided at each end of the buffer zone. The buffer zone shall be a median island that is at least 15m (50 ft) in length.	Modification made at the direction of FHWA as part of the MUTCD M.E. adoption	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
19. Retain WAC 468-95-160, Other Yellow Longitudinal Markings Retain the WAC as written to reflect the requirements of RCW 46.61.150. Amend the second Standard of MUTCD Section 3B.03 to read: If a continuous median island formed by pavement markings separating travel in opposite directions is	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.

used, the island may be formed by two single normal solid yellow lines, a combination of two single normal solid yellow lines with yellow crosshatching between the lines with a total width not less than eighteen inches, two sets of double solid yellow lines, or a solid yellow line not less than eighteen inches in width. All other markings in the median island area shall be yellow, except crosswalk markings, which shall be white (see MUTCD Section 3B.17).			
20. Delete WAC 468-95-170, White Lane Line Markings Delete: Amend the third Standard of MUTCD Section 3B.04 to read: Where crossing is prohibited, the lane line markings shall consist of two normal solid white lines or a single wide white line, supplemented with lane change prohibition signing.			Adopt the MUTCD as is: a single solid white line discourages crossing and a double white line prohibits crossing.
21. Retain WAC 468-95-180, Other White Longitudinal Pavement Markings Retain the WAC as written to reflect current practice. Amend MUTCD Section 3B.05, to change the dimensions shown on Figure 3B-10 for drop lane markings from 3' markings with a 9' gap to 3' markings with a 12' gap.	Modification required to meet state practice	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
22. Add a new WAC 468-95-185, Edge Line Pavement Markings Amend the second paragraph of the Standard of MUTCD Section 3B.06 to read: Except for dotted edge line extensions (see Section 3B.08), edge line markings should not be continued through intersections. Amend the Guidance to read: Edge line markings should not be broken for driveways.	Modification requested to meet state practice	FHWA did not concur	Do not modify. Adopt MUTCD 2003 Section 3B.06 as written.
23. Retain and edit WAC 468-95-190, Pavement Edge Lines and Raised Pavement Markers Supplementing Other Markers Pursuant to RCW 47.36.280, amend MUTCD Section 3B.07 to read: Edge lines shall be used on all interstate highways, rural multilane divided highways, all principal arterials and minor arterials within urbanized areas, except when curb or sidewalk exists, and may be used on other classes of roads. A jurisdiction shall conform to these requirements at such time that it undertakes to renew or install permanent markings on new or existing roadways. The edge lines shall be white, except that the edge lines shall be yellow on the left edge of each roadway of divided streets and highways and one-way roadways in the direction of travel.	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption. FHWA would like to see clarification or justification that edgelines are being placed on rural roads per	A new paragraph is added to address FHWA's concern about the state edge line WAC's applicability to rural roads.

<p>Edge line markings shall also be placed on paved rural arterials with a traveled way of 6.1 m (20 ft) or more in width and an ADT of 6,000 vehicles per day or greater.</p> <p>These standards shall be in effect, as provided in this section, unless the legislative authority of the local governmental body finds that special circumstances exist affecting vehicle and pedestrian safety that warrant a site-specific variance.</p>		MUTCD	
<p>24. Retain WAC 468-95-200, Approach Markings for Obstructions Retain the WAC as written to reflect current practice. Amend the first Standard of MUTCD Section 3B.10 to read: Pavement markings shall be used to guide traffic away from fixed obstructions within a paved roadway. Approach markings for bridge supports, refuge islands, median islands, and channelization islands (except channelization islands formed by paint stripes or raised pavement markers) shall consist of a diagonal line or lines extending from the centerline or the lane line to a point 0.3 to 0.6 m (1 to 2 ft) to the right side, or to both sides, of the approach end of the obstruction (see Figure 3B-13).</p> <p>Amend the third Standard of MUTCD Section 3B.10 to read: If traffic is required to pass only to the right of the obstruction, the markings shall consist of a no-pass marking, approaching the obstruction, at least twice the length of the diagonal portion as determined by the appropriate taper formula (see Figure 3B-13).</p> <p>Modify MUTCD Figure 3B-13, Item a - Center of two-lane road, to show a single no-pass marking on the approach to the obstruction.</p>	Modification required to meet state practice.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
<p>25. Add a new WAC 468-95-205, Raised Pavement Markings Supplementing Other Markings Pursuant to RCW 47.36.280, amend the first paragraph of the Option in MUTCD Section 3B.13 to read:</p> <p>Raised pavement markers may also be used to supplement other markings for channelizing islands or approaches to other objects. The general use of raised pavement markers along right edge lines is strongly discouraged because the markers can cause steering difficulties and make bicyclists lose control of their vehicles. Raised or recessed pavement markers may be used along right edge lines on the taper in lane</p>	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.

<p>transition sections, on approaches to objects, and within channelization at intersections. Raised or recessed pavement markers can only be used along right edge lines at other locations where an engineering study has determined that the markers are essential to preserving pedestrian, bicycle, and motor vehicle safety. At the initiation of the engineering study, local bicycling organizations, the regional member of the state bicycle advisory committee, or the WSDOT bicycle and pedestrian program manager shall be notified of the study for review and comment. Positioning and spacing of the markers in such cases must be determined by engineering judgment taking into consideration their effect on bicycle, pedestrian, and motor vehicle safety; and, where used, are spaced closely enough (no greater than 3m (10ft) apart) to approximate the appearance of a solid line. Other applications of raised or recessed pavement markers along right edge lines of arterials are considered to be nonconforming with this section. Cities and counties shall remove their nonconforming raised or recessed pavement markers at the time that they prepare to resurface roadways, or earlier at their option.</p> <p>These standards shall be in effect, as provided in this section, unless the legislative authority of the local governmental body finds that special circumstances exist affecting vehicle and pedestrian safety that warrant a site-specific variance.</p>			
<p>26. Retain and edit WAC 468-95-210, Raised Pavement Markers Substituting for Pavement Markings Amend the first sentence of the first Standard of MUTCD Section 3B.14 to read: If raised pavement markers are substituted for broken line markings, a group of 3 to 5 markers equally spaced at no greater than N/8 (see Section 3B.11), or at the one-third points of the line segment if N is other than 12 meters (40 feet), with at least one retroreflective or internally illuminated marker used per group.</p>	<p>Modification required to meet state practice (per earlier agreement with FHWA).</p>	<p>FHWA concurred as part of the MUTCD M.E. adoption</p>	<p>Adopt as proposed.</p>
<p>27. Retain and amend WAC 468-95-220, Stop line locations Amend the second guidance of MUTCD Section 3B.16 to read: If used, stop and yield lines should be placed a minimum of 1.2 m (4 ft) in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabout intersections as provided for in Section 3B.24 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, in no case less than 4 feet from the nearest edge of the intersecting roadway. Stop lines should be placed to allow sufficient sight distance to all other approaches to an intersection.</p> <p>If used at an unsignalized midblock crosswalk, yield lines should be placed adjacent to the <i>Yield Here to</i></p>	<p>Modification required to meet state practice.</p>	<p>FHWA concurred as part of the MUTCD M.E. adoption</p>	

Pedestrians sign located 6.1 to 15 m (20 to 50 ft) in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield line and the crosswalk (see Figure 3B-15). Stop lines at midblock signalized locations should be placed at least 12 m (40 ft) in advance of the nearest signal indication (see Section 4D.15).			
28. Retain WAC 468-95-230, Crosswalk Markings Retain the WAC as written to reflect current practice. Amend the second Guidance in MUTCD Section 3B.17 to read: If used, the diagonal or longitudinal lines should form a 24-inch wide marking pattern consisting of two 8-inch wide markings separated by an 8-inch wide gap or a 24-inch wide solid marking pattern. The marking patterns should be spaced 12 to 60 inches apart but with the maximum gap between marking patterns not to exceed 2.5 times the marking pattern width. Longitudinal marking patterns should be located to avoid the wheel paths and should be oriented parallel with the wheel paths.	Modification required to meet state practice.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
29. Delete WAC 468-95-240, Preferential Lane Longitudinal Markings for Motorized Vehicles			Adopt the MUTCD 2003 as is: a single solid white line discourages crossing and a double white line prohibits crossing.
30. Retain WAC 468-95-250, Meaning of signal indications Pursuant to RCW 46.61.055, retain the WAC as written. Pursuant to RCW 46.61.055 , amend the second paragraph of the Standard of MUTCD Section 4D.04, item C.1 to read: Vehicle operators facing a steady circular red signal may, after stopping, proceed to make a right turn from a one-way or two-way street into a two-way street or into a one-way street carrying traffic in the direction of the right turn; or a left turn from a one-way or two-way street into a one-way street carrying traffic in the direction of the left turn; unless a sign posted by a competent authority prohibits such movement. Vehicle operators planning to make such turns shall remain stopped to allow other vehicles lawfully within or approaching the intersection control area to complete their movements. Vehicle operators planning to make such turns shall also remain stopped for pedestrians who are lawfully within the intersection control area. Pursuant to RCW 46.61.055 , amend the standard in MUTCD Section 4D.04, item C.2, to read:	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.

Vehicle operators facing a steady red arrow indication may, after stopping, proceed to make a right turn from a one-way or two-way street or into a one-way street carrying traffic in the direction of the right turn, or a left turn from a one-way street or two-way street into a one-way street carrying traffic in the direction of the left turn, unless a sign posted by a competent authority prohibits such movement. Vehicle operators planning to make such turns shall remain stopped to allow other vehicles lawfully within or approaching the intersection control area to complete their movements. Vehicle operators planning to make such turns shall also remain stopped for pedestrians who are lawfully within the intersection control area.			
31. Retain and amend WAC 468-95-260, Application of Steady Signal Indications Amend the standard of MUTCD Section 4D.05 item B: Delete subparagraphs B.4 (c) and B.4 (d), Warning Signs W25-1 and W25-2 shall not be used in Washington. Pursuant to RCW 46.61.055 , amend the standard in MUTCD Section 4D.05, item D, to read: A steady RED ARROW signal indication shall be displayed when it is intended to prohibit vehicular traffic from entering the intersection or other controlled area to make the indicated turn when regulatory signing is in place prohibiting such movement. Pedestrians directed by a pedestrian signal head may enter the intersection or other controlled area.	Modification required to meet state law. Red typeface amends 4D.05 to eliminate the yellow trap in signal use.	FHWA concurred as part of the MUTCD M.E. adoption/FHWA concurs	Adopt as proposed.
32. Create a new WAC 468-95-265, Application of Steady Signal Indications for Left Turns Amend the standard of MUTCD Section 4D.06 by deleting item A.4	Amends 4D.06 to eliminate the yellow trap in signal use)	FHWA concurs	
33. Retain WAC 468-95-270, Meaning of Lane-Use Control Indications Pursuant to RCW 46.61.072, retain the WAC as written. Pursuant to RCW 46.61.072 , amend the standard in MUTCD Section 4J.02, paragraph B, to read: A steady YELLOW X or a flashing RED X means that a driver should prepare to vacate, in a safe manner, the lane over which the signal is located because a lane control change is being made, and to avoid occupying that lane when a steady RED X is displayed.	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
34. Retain WAC 468-95-280, Operation of Lane-Use Control Signals Pursuant to RCW 46.61.072, retain the WAC as written. Pursuant to RCW 46.61.072 , in the first standard of MUTCD Section 4J.04, amend the first sentence of the first paragraph after item G to read:	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.

A moving condition in one direction shall be terminated either by the immediate display of a RED X signal indication or by a YELLOW X signal indication followed by a RED X signal indication or a flashing RED X indication followed by a RED X indication.			
35. Retain WAC 468-95-290, County Road Signing Pursuant to RCW 36.75.300, retain the WAC as written. Pursuant to RCW <u>36.75.300</u> , there is added to Part 5 of the MUTCD, the following regulation pertaining to signing of county roads: The legislative authority of each county may by resolution classify and designate portions of county roads as primitive roads where the designated road portion: (1) Is not classified as part of the county primary road system, as provided for in RCW <u>36.86.070</u> ; (2) Has a gravel or earth driving surface; and (3) Has an average annual daily traffic of 100 or fewer vehicles. Any road designated as a primitive road shall be marked with a PRIMITIVE ROAD sign at all places where the primitive road portion begins or connects with a highway other than a primitive road. A sign with the caption CAUTION - NO WARNING SIGNS may be installed on the same post with the PRIMITIVE ROAD sign, and may be individually erected at intermediate points along the road section if conditions warrant. In addition, a sign with the caption NEXT. . . MILES may be installed on the same post below the CAUTION - NO WARNING SIGNS sign.	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
36. Add a new WAC 468-95-AAA modifying MUTCD Part 5, Traffic Control Devices for Low-Volume Roads Change the Guidance of MUTCD Section 5A.02, Application, to become an Option and amend to read: Additional traffic control devices and criteria contained in other Parts of the Manual may be considered for use on low-volume roads.	Places greater requirements than other parts of the manual	FHWA concurs	
37. Add a new WAC 468-95-BBB modifying MUTCD Part 5, Traffic Control Devices for Low-Volume Roads Change the Guidance of MUTCD Section 5A.03, Design, to become an Option and amend to read: Oversized sign sizes may be used where engineering judgment indicates a need based on high vehicle operating speeds, driver expectancy, traffic operations, or roadway conditions.	Places greater requirements than other parts	FHWA concurs	
38. Add a new WAC 468-95-CCC modifying MUTCD Part 5, Traffic Control Devices for Low-Volume	Places greater	FHWA concurs	

<p>Roads Change the Guidance of MUTCD Section 5B.02, Stop and Yield Signs, to become an Option and amend to read: STOP (R1-1) and YIELD (R1-2) signs (see Figure 5B-1) may be considered for use on low-volume roads where engineering judgment or study, consistent with the provisions of Sections 2B.04 to 2B.10, indicates that either of the following conditions applies: A. An intersection of a less-important road with a main road where application of the normal right-of-way rule might not be readily apparent. B. An intersection that has restricted sight distance for the prevailing vehicle speeds.</p>	<p>requirements than other parts</p>		
<p>39. Add a new WAC 468-95-DDD modifying MUTCD Part 5, Traffic Control Devices for Low-Volume Roads Change the Guidance of MUTCD Section 5C.06, One Lane Bridges, to become an Option and amend to read: A ONE LANE BRIDGE (W5-3) sign (see Figure 5C-2) may be used on low-volume two-way roadways in advance of any bridge or culvert: A. Having a clear roadway width of less than 4.9 m (16 ft); or B. Having a clear roadway width of less than 5.5 m (18 ft) when commercial vehicles constitute a high proportion of the traffic; or C. Having a clear roadway width of 5.5 m (18 ft) or less where the approach sight distance is limited on the approach to the structure.</p> <p>Additional warning may be provided on the approach to a one lane bridge or culvert by the use of object markers and/or delineators</p>	<p>Places greater requirements than other parts</p>	<p>FHWA concurs</p>	
<p>40. Add a new WAC 468-95-DDD modifying MUTCD Part 5, Traffic Control Devices for Low-Volume Roads Change the first Guidance of MUTCD Section 5C.09 Vehicular Traffic and Nonvehicular Signs (W11 Series and W8-6), to become an Option and amend to read: Vehicular Traffic signs (see Figure 5C-2) may be used to alert road users to frequent unexpected entries into the roadway by trucks, bicyclists, farm vehicles, fire trucks, and other vehicles. Such signs may be used only at locations where the road user's sight distance is restricted or the activity would be unexpected.</p>	<p>Places greater requirements than other parts</p>	<p>FHWA concurs</p>	
<p>41. Add a new WAC 468-95-EEE modifying MUTCD Part 5, Traffic Control Devices for Low-Volume</p>	<p>Places greater</p>	<p>FHWA concurs</p>	

Roads Change the Guidance of MUTCD Section 5E.02, Centerline Markings, to become an Option and amend to read: Centerline markings may be used on paved low-volume roads where engineering judgment or an engineering study indicates a need for them.	requirements than other parts		
42. Add a new WAC 468-95-FFF modifying MUTCD Part 5, Traffic Control Devices for Low-Volume Roads Change the Guidance of MUTCD Section 5E.03, Edgeline Markings, to become an Option and amend to read: Edge line markings may be considered for use on paved low-volume roads based on engineering judgment or an engineering study.	Places greater requirements than other parts	FHWA concurs	
43. Add a new WAC 468-95-GGG modifying MUTCD Part 5, Traffic Control Devices for Low-Volume Roads Change the Option of MUTCD Section 5E.04, Delineators, to read: Delineators may be used on low-volume roads based on engineering judgment, such as for curves, T-intersections, and abrupt changes in the roadway width. In addition, they may be used to mark other minor roads entering the low-volume road.	Places greater requirements than other parts	FHWA concurs	
44. Add a new WAC 468-95-HHH modifying MUTCD Part 5, Traffic Control Devices for Low-Volume Roads Change the Guidance of MUTCD Section 5E.05, Object Markers, to become an Option and amend to read: The end of a low-volume road may be marked with an end-of-roadway marker in conformance with Section 3C.04.	Places greater requirements than other parts	FHWA concurs	
45. Add a new WAC 468-95-III modifying MUTCD Part 5, Traffic Control Devices for Low-Volume Roads Change the Guidance of MUTCD Section 5F.05, Pavement Markings, to become an Option and amend to read: Pavement markings at highway-rail grade crossings may be used on paved low-volume roads, if they are already deployed at most other highway-rail grade crossings within the immediate vicinity, or when the roadway has centerline markings.	Places greater requirements than other parts	FHWA concurs	
46. Add a new WAC 468-95-JJJ modifying MUTCD Part 5, Traffic Control Devices for Low-Volume	Places greater	FHWA concurs	

Roads Change the Guidance of MUTCD Section 5G.04, Markings, to become an Option and amend to read: Pavement markings may be considered for temporary traffic control zones on paved low-volume roads, especially roads that had existing pavement markings or that have a surfaced detour or temporary roadway.	requirements than other parts of the manual																				
47. Retain and edit WAC 468-95-300, Temporary Traffic Control WAC 468-95-300, Temporary traffic control. Amend MUTCD Table 6C-1 to read: Sign Spacing (1) <table><tr><td>Freeways & Expressways</td><td>55/70 MPH</td><td>1500' ± or per MUTCD</td></tr><tr><td>Rural Highways</td><td>60/65 MPH</td><td>800' ±</td></tr><tr><td>Rural Roads</td><td>45/55 MPH</td><td>500' ±</td></tr><tr><td>Rural Roads & Urban Arterials</td><td>35/40 MPH</td><td>350' ±</td></tr><tr><td>Rural Roads, Urban Arterials, Residential, Business Districts, And Urban Streets</td><td>25/30 MPH</td><td>200' ± (2)</td></tr><tr><td></td><td>25 or less MPH</td><td>100' ± (2)</td></tr></table> (1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways. (2) This spacing may be reduced in urban areas to fit roadway conditions.	Freeways & Expressways	55/70 MPH	1500' ± or per MUTCD	Rural Highways	60/65 MPH	800' ±	Rural Roads	45/55 MPH	500' ±	Rural Roads & Urban Arterials	35/40 MPH	350' ±	Rural Roads, Urban Arterials, Residential, Business Districts, And Urban Streets	25/30 MPH	200' ± (2)		25 or less MPH	100' ± (2)	Modification required to meet state practice.	FHWA concurred as part of the MUTCD M.E. adoption, but wants clarification as part of 2003 adoption	Send table
Freeways & Expressways	55/70 MPH	1500' ± or per MUTCD																			
Rural Highways	60/65 MPH	800' ±																			
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Rural Roads, Urban Arterials, Residential, Business Districts, And Urban Streets	25/30 MPH	200' ± (2)																			
	25 or less MPH	100' ± (2)																			
48. Add a new WAC 468-95-303, Sign Placement Amend the second paragraph of the first Standard of MUTCD Section 6F.03 to read: Signs mounted on barricades and barricade/sign combinations shall be crashworthy, in accordance with NCHRP 350, by December 31, 2007.	Modification required to meet state practice. WSDOT has an existing agreement with ACG and FHWA on crash worthy fixtures. Difficult to renegotiate agreement and face tort risk without	FHWA does not concur, wants Washington to meet compliance date in MUTCD with MUTCD																			

	modifying MUTCD		
49. Retain, renumber (to WAC 468-95-305), and edit WAC 468-95-315, Motorcycle Construction Warning Signs. After renumbering, retain and edit the WAC Section to read: Pursuant to RCW 47.36.200 add to MUTCD Figure 6F-4 a motorcycle construction warning sign. The sign shall be diamond shaped with black letters on an orange background. The sign shall display the message MOTORCYCLES USE EXTREME CAUTION.	Modification required to meet state law.	FHWA concurs	Adopt as proposed.
50. Add a new WAC 468-95-306, Motorcycles Use Extreme Caution supplemental plaque Add a new supplemental plaque, to Figure 6F-4, displaying the message MOTORCYCLES USE EXTREME CAUTION. The plaque may supplement primary condition warning signs such as ROUGH ROAD, ABRUPT LANE EDGE, STEEL PLATES, or GROOVED PAVEMENT.	Modification required to meet state law.	FHWA concurs	Adopt as proposed.
51. Add a new WAC 468-95-307, Abrupt Lane Edge Warning Sign Add a word message sign, to Figure 6F-4, displaying the message ABRUPT LANE EDGE. The sign shall be used where Section 1-07.23(1) of WSDOT's Standard Specifications require warning signs to alert drivers about an elevation differential between lanes or between the outside lane and the shoulder.	Modification required to meet state practice.	FHWA concurs	Adopt as proposed.
52. Add a new WAC 468-95-309, Portable Changeable Message Signs Amend the first Standard of MUTCD Section 6F.55 to read: Portable Changeable Message signs shall be TTC devices with the flexibility to display a variety of messages. Each message shall consist of up to three phases. A phase shall consist of up to three lines of eight characters per line. Each character module shall use at least a five wide and seven high pixel matrix.	Three phases is common practice. For example, in Section 2A.07 the MUTCD's example message STADIUM EVENT SUNDAY, EXPECT DELAYS NOON TO 4:00 PM would require three	FHWA does not concur with these comments: The Standard statement in the MUTCD limiting the number of phases to 2 cannot be altered. The PCMS handbook will have to be revised to resolve discrepancies.	<i>Do not adopt as proposed. Adopt MUTCD 2003 Section 6F.55 as written.</i>

	phases using the Section 6F.55 standard criteria.														
<p>53. Rewrite WAC 468-95-310, Temporary Pavement Markings Amend Section 6F-72 to read: Standard: All temporary pavement markings shall conform to the requirements of Chapters 3A and 3B. All temporary broken-line pavement markings shall use the same cycle length as permanent markings and be at least 0.6m (2ft.) long.</p> <p>Support: Temporary pavement markings are those that may be used until it is practical and possible to install permanent pavement markings.</p> <p>Option: Half-cycle lengths with a minimum of 0.6m (2ft) stripes may be used on roadways with severe curvature (see Section 3A.05) for centerlines in passing zones and for lane lanes.</p> <p>For temporary situations, for a two lane or three lane road, no-passing zones may be identified by using DO NOT PASS (R4-1), PASS WITH CARE (R4-2), and NO PASSING ZONE (W14-3) signs rather than pavement markings.</p> <p>Guidance: When used, the DO NOT PASS, PASS WITH CARE, AND NO PASSING ZONE signs should be placed in accordance with Sections 2B.29, 2B.30, and 2C.35.</p>	Modification required to meet state practice.	FHWA concurs	Adopt as proposed.												
<p>54. Add a new WAC 468-95-315, Temporary Traffic Control Amend MUTCD Table 6H-3 to read:</p> <table><tr><td>Sign Spacing (1)</td><td></td><td></td></tr><tr><td>Freeways & Expressways</td><td>55/70 MPH</td><td>1500' ± or per MUTCD</td></tr><tr><td>Rural Highways</td><td>60/65 MPH</td><td>800' ±</td></tr><tr><td>Rural Roads</td><td>45/55 MPH</td><td>500' ±</td></tr></table>	Sign Spacing (1)			Freeways & Expressways	55/70 MPH	1500' ± or per MUTCD	Rural Highways	60/65 MPH	800' ±	Rural Roads	45/55 MPH	500' ±	Modification required to meet state practice.	FHWA concurred as part of the MUTCD M.E. adoption, but wants clarification as	Send table
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<p>Rural Roads & Urban Arterials 35/40 MPH 350' ±</p> <p>Rural Roads, Urban Arterials, 25/30 MPH 200' ± (2)</p> <p>Residential, Business Districts, 25 or less MPH 100' ± (2)</p> <p>And Urban Streets</p> <p>(1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways. (2) This spacing may be reduced in urban areas to fit roadway conditions.</p>		<p>part of 2003 adoption</p>	
<p>55. Add a new WAC 468-95-325, In-Street Signs in School Areas Delete sign R1-6 from Figure 7B-4, and amend the first Option of Section 7B.08 to read:</p> <p>A 300mm (12 in) reduced size in-street School Advance Warning (S1-1) sign (see Figure 7B-4), installed in compliance with the mounting height and breakaway requirements for In-Street Pedestrian Crossing (R1-6a) signs (see Section 2B.12), may be used in advance of a school crossing to supplement the ground-mounted school warning signs. A 300mm x 150mm (12in x 6in) reduced size AHEAD (W16-9p) plaque may be mounted below the reduced size in-street School Advance Warning (S1-1) sign.</p>	<p>Modification required to meet state law.</p>	<p>FHWA concurs</p>	<p>Adopt as proposed.</p>
<p>56. Retain and edit WAC 468-95-330, School speed limit assembly (S4-1, S4-2, S4-3, S4-4, and S5-1) Pursuant to RCW 46.61.440, the first guidance in MUTCD Section 7B.11 is replaced with a standard to read: Applicable to state highways, county roads, and city streets, the reduced school or playground speed zone shall extend for 300 hundred feet in either direction from the marked crosswalk when the marked crosswalk is fully posted with standard school speed limit signs or standard playground speed limit signs.</p> <p>Applicable to county roads or city streets, the school or playground speed zone may extend up to 300 hundred feet from the border of the school or playground property when fully posted with standard school speed limit signs or standard playground speed limit signs. However, the speed zone may only include the area consistent with active school or playground use.</p> <p>No school or playground speed zone may extend less than 300 feet from a marked school or playground crosswalk, but may extend by traffic regulation beyond 300 feet based on a traffic and engineering investigation.</p>	<p>Modification required to meet state law.</p>	<p>FHWA concurred as part of the MUTCD M.E. adoption</p>	<p>Adopt as proposed.</p>

Pursuant to RCW 46.61.440, the speed limit sign placement distance note in Figure 7B-3 is replaced with: See WAC 468-95-330 for school or playground speed limit sign placement distances.			
57. Retain WAC 468-95-340, School Speed Limit Assembly (S4-1, S4-2, S4-3, S4-4, and S5-1) Retain as written to reflect current practice. Amend the second Standard of MUTCD Section 7B.11 to read: The School Speed Limit assembly shall be either a fixed-message sign assembly or a changeable message sign. The fixed-message School Speed Limit assembly shall consist of a top plaque (S4-3) with the legend SCHOOL, a Speed Limit (R2-1) sign, and a bottom plaque (S4-1, S4-2, S4-4, S4-6, or S4-501) indicating the specific periods of the day and/or days of the week that the special school speed limit is in effect (See Figure 7B-1)	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
58. Retain WAC 468-95-350, When Children are Present Retain as written to reflect current practice. Amend MUTCD Section 7B.11 by adding the following supplemental paragraph to the second Standard: The supplemental or lower panel of a School Speed Limit 20 sign which reads When Children are Present shall indicate to the motorist that the 20 mile per hour school speed limit is in force under any of the following conditions: (1) School children are occupying or walking within the marked crosswalk. (2) School children are waiting at the curb or on the shoulder of the roadway and are about to cross the roadway by way of the marked crosswalk. (3) School children are present or walking along the roadway, either on the adjacent sidewalk or, in the absence of sidewalks, on the shoulder within the posted school speed limit zone extending 300 feet, or other distance established by regulation, in either direction from the marked crosswalk.	Modification required to meet state law.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
59. Retain WAC 468-95-360, Crosswalk Markings Retain as written to reflect current practice. Amend the second Guidance of MUTCD Section 7C.03 to read: If used, the diagonal or longitudinal lines should form a 24-inch wide marking pattern consisting of two 8-inch wide markings separated by an 8-inch wide gap or a 24-inch wide solid marking pattern. The marking patterns should be spaced 12 to 60 inches apart but with the maximum gap between marking patterns not to exceed 2.5 times the marking pattern width. Longitudinal marking patterns should be located to avoid the wheel paths and should be oriented parallel with the wheel paths.	Modification required to meet state practice.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.

60. Retain and edit WAC 468-95-370, Pavement Markings for Obstructions Amend MUTCD Section 9C.06, Figure 9C-8, to show a normal solid white line instead of a wide solid white line.	Modification required to meet state practice.	FHWA concurred as part of the MUTCD M.E. adoption	Adopt as proposed.
61. Delete WAC 468-95-400	No longer needed because MUTCD 2003 corrected errors and discrepancies in MUTCD M.E.		Adopt as proposed.